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## ARMY AND NAVY

Expenditures of the Quartermaster's Department for the fiscal year 1912 were \$4,541,313 less than last year and more than ten millions less than in 1909, according to the annual report of Brig. Gen. J. B. Aleshire, quartermaster general, U. S. A. The reduction in expenditures was due to lessened cost of current requirements, to reduced appropriations for new construction and betterments.

The sale of buffalo overcoats, of which there were 4,464 stored at the Quana depot, has been discontinued. Sealed bids for coats were received and 294 were disposed of at an average price of \$34.21. It has been found that these coats, made up during the days when herds of buffalo ranged the western plains, are suitable for army use in Alaska, and a recommendation that they be issued to soldiers in Alaska has been made.

There was a gratuitous issue of clothing and equipment supplies to District of Columbia National Guards to the value of \$10,901 during the year.

The use of the pyramidal wall tent as opposed to wall and common tents is commended and it is said that its use will reduce the number of kinds of tents used by the army and permit their standardization.

Much space is devoted to the question of footwear, and it is stated that as a result of fitting shoes instead of issuing them to soldiers in hitherto mis fashion, no case of foot trouble has been reported among the men so fitted.

In the remount service 3,067 horses were purchased during the year at an average cost of \$144.15. Of horses and mules used for various purposes the United States army now has 25,004.

Fourteen senior officers of the navy will be retired next year on account of age. They are:

Medical Director J. C. Byrnes, in command of Naval Hospital, New York, January 12.

Medical Director D. N. Bertolette, president of the board of medical examiners, in Washington, January 23.

Rear Admiral J. B. Murdock, member of the general board, February 13.

Rear Admiral A. B. Willis, director of navy yards (additional number), March 7.

Rear Admiral Albert Mertz, governor of Naval Home, Philadelphia, March 26.

Rear Admiral Hugo Osterhaus, commander-in-chief of the Atlantic fleet, June 15.

Prof. of Mathematics H. M. Paul, June 25.

Rear Admiral George B. Ransome, general inspector of machinery for the navy, etc., on Atlantic coast (additional number), June 28.

Civil Engineer Frank O. Maxson, on duty at Key West, August 8.

Medical Director P. A. Lovering, in command of the Naval Hospital, Mare Island, September 29.

Rear Admiral Aaron Ward, supervisor of harbor of New York (additional number), October 10.

Medical Director L. G. Heneberger, member of the naval retiring board, October 20.

Medical Director Charles T. Hibbett, in command of the Naval Hospital at Norfolk, November 20.

Corrugated battleships will be the subject of tests this winter by Naval Constructor W. D. Taylor, of the Bureau of Construction and Repair, in the big naval testing tank at the Washington Navy Yard.

Four vessels have been built in England on this plan. Two outward curves, twenty-three inches deep, run the length of the ships between the load line and the bilge. Between the convex curves is a concave surface of equal depth. This partial application of the tube principle greatly increases the strength of the hull. So much strength is added that the stringer plates may be dispensed with. This increases the space available for bulk cargo. Vessels so built are given a better rating by Lloyd's. For commercial vessels this is said to be the chief consideration.

In addition, however, it is said that the corrugated hull saves fuel, lessens the effect of waves on the steadiness of the ship, and permits the heavy frames to be spaced a half farther apart.

English reports indicate that a corrugated hull will save 16 per cent in fuel over the cost of driving a smooth hull of equal displacement.

Two models, of equal weight and dimensions, each about twenty feet long, will be constructed here, one with a corrugated and the other with a plain hull. Each will be attached to the traveling crane which spans the experimental tank at the Washington Navy Yard, and the resistance of the models to the water when pulled at a given rate of speed will be accurately registered on the delicate gauges attached to the crane.

If the corrugated hull presents less resistance to the water the fact will be instantly indicated on the gauges. No vessel of this type has yet been constructed in this country. The first "corrugated" vessel was built in England in 1909, and three have been constructed on similar lines since then.

An increased appropriation for aviation in the navy, together with legislation permitting the assignment of a large number of officers to schools of instruction, will be recommended to Congress by Secretary of the Navy Meyer in the report to be submitted the first week in December.

Particular stress will be laid on the fact that the mere purchase of machines will not equal this arm of the service. Men must be trained. This is the crucial point in the development of the aviation squadron.

It is expected that the Secretary of the Navy will make his recommendations regarding aviation one of the features of the report, and that he will recommend a marked change in

the facilities with which the corps has to work.

The prime necessity of training men as aviators is being displayed in the Balkan war. Little has been reported of the operations of aeroplanes. But the Navy Department has recently found that German manufacturers of barographs, speed indicators, and other delicate instruments have been practically stripped of their stock by demands from southeastern Europe.

This fact is taken to indicate that at the last moment the warring countries have attempted to build up aeroplane squadrons. The chief obstacle has been the training of men, and it is probable that the war will be over before the training has progressed very far.

The absence of so many officers from their organizations, says Gen. Fred A. Smith, commanding the department of the Missouri, in a report to the War Department, continues to be a serious hindrance to the highest efficiency and preparedness of the army for field service under war conditions.

He adds that the troops in that military department for several months past have held in readiness for active field service, when duly summoned, and would have been found well prepared in every respect for that duty. That remark is said to refer to the possible use of the troops in the Mexican revolution.

Both the fuel ships authorized by Congress at its last session may be built at the Mare Island, Cal., navy yard.

The original plan was to have one of these vessels constructed at the navy yard, New York, and the other at the Mare Island yard. The bid of the Mare Island yard, however, was so much lower than the bid submitted by the New York yard that the department may conclude to have both vessels built on the Pacific coast.

The 4th Cavalry at Forts Huachuca and Apache, Ariz., and the 5th Regiment at Honolulu, Hawaii, will exchange stations next month, pursuant to orders issued at the War Department.

The 4th Regiment will leave San Francisco for Hawaii January 6, 1913, and the 5th Regiment will return to the United States after the arrival of its relief.

Commander J. W. G. Walker, a civil engineer in the navy, has resigned, to take effect at once, in order to engage in private pursuits in Maine. He is the son of the late Rear Admiral John G. Walker, and has been in the navy since July 1888. Recently he has been on duty as public works officer at the Newport naval station. He was a resident of this city for many years.

### FRATERNAL ORDERS MAY SEE FLORAL PARADE

Director General Chillingworth, of the Floral Parade, is urging the various fraternal orders strongly represented here to participate, either by decorated float or by a body of marchers, and at least one organization of this kind already has responded to the call, agreeing to have a company march in the lodge regatta.

There is a possibility that the California Elks will send a big delegation to Honolulu for this event, chartering a special steamer for the trip. This is indicated by the following clipping from the monthly publication of the order, issued for December at Oakland:

"An Elks' excursion to Honolulu, to take place during the big carnival which is annually held in the mid-Pacific metropolis during the month of February, is one of the big things that is spoken of for the new year.

"A committee, consisting of J. M. Shanley and Frank Fowden, has been appointed to look into the feasibility of the proposition, secure rates and other information, and report its findings to the lodge.

"The idea is to invite the Elks lodges of the entire state to participate in the excursion and, if possible, to charter a first-class steamship for the trip.

"The scheme is all in embryo as yet, but it may hatch out to be the biggest thing yet pulled off by California Elks."

A single masked bandit held up a Pullman on the Canadian Pacific Imperial Limited train near Vancouver, getting away with over \$300 in coin, some watches and rings.

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In a formal document written by Senator Edward Gray and presented to Secretary Knox by the English Ambassador, England has entered a protest against the exemption from payment of tolls of American coastwise vessels passing through the Panama canal.

Senator Works of California, speaking in the senate on the single six year presidential term, said that both Roosevelt and Taft deserved defeat because of their association with George Perkins and other representatives of corporations.



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